

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application. The following listing provides the amended claims with deleted material crossed out and new material underlined to show the changes made.

Claims 1-17 (Canceled)

18. (Currently Amended) A fuel for feeding spark ignition engines, in particular those fitted in aircraft, having an F4 octane number at least equal to 130 and a reduced level of aromatic compounds, said fuel containing ~~substantial quantities~~ greater than 40% by volume of a first hydrocarbons base (B1) essentially constituted by isoparaffins comprising 6 to 9 carbon atoms, wherein a level of ~~isooctanes~~ isoparaffins containing eight carbon atoms in the isoparaffinic hydrocarbons cut (B1) is greater than 70% by mass, and a second hydrocarbons base (B2) also constituted by isoparaffins comprising 4 or 5 carbon atoms ~~and, optionally, by other hydrocarbons and additives customary for this type of fuel, in a quantity and quality sufficient for the fuel to comply with the specifications in force,~~ wherein the fuel contains at least 5.0% by volume of a hydrocarbons base (B3) essentially composed of ~~cyclohexane cycloparaffins comprising 6 to 8 carbon atoms,~~ and in that the ratio R of the quantities by volume $(B1+B2)/B3$ is greater than 2.0, wherein the level of aromatic compounds of the fuel is less than 10% by volume.

19. (Currently Amended) A fuel according to claim 18, wherein the ratio R of the quantities by volume $(B1+B2)/B3$ is ~~comprised~~ between 2.3 and 19.0.

20. (Previously Presented) A fuel according to claim 18, wherein the ratio K of the quantities by volume $B1/B2$ is greater than 2.0.

21. (Previously Presented) A fuel according to claim 19, wherein the ratio K of the quantities by volume $B1/B2$ is greater than 2.0.

22. (Previously Presented) A fuel according to claim 20, wherein the ratio K of the quantities by volume B1/B2 is comprised between 2.3 and 10.6.

23. (Previously Presented) A fuel according to claim 21, wherein the ratio K of the quantities by volume B1/B2 is comprised between 2.3 and 10.6.

24. (Canceled)

25. (Canceled)

26. (Currently Amended) A fuel according to claim 18 [[24]], wherein the level of cyclohexanes in the ~~cycloparaffinic hydrocarbons~~ cut (B3) is greater than 80% by mass.

27. (Canceled)

28. (Canceled)

29. (Currently Amended) A fuel according to claim 18 [[28]], wherein the level in the fuel of the isoparaffinic hydrocarbons cut (B1) ~~with eight carbon atoms~~ is greater than 43% by volume.

30. (Canceled)

31. (Currently Amended) A fuel according to claim 18 [[28]], wherein the isoparaffinic hydrocarbons containing eight carbon atoms are isooctane ~~isooctanes~~.

32. (Currently Amended) A fuel according to claim 29, wherein the isoparaffinic hydrocarbons containing eight carbon atoms are isooctane ~~isooctanes~~.

33. (Canceled)

34. (Currently Amended) A fuel according to claim 18 [[33]], wherein the level of isooctanes in the isoparaffinic hydrocarbons cut (B1) with eight carbon atoms is greater than 75% by mass.

35. (Previously Presented) A fuel according to claim 18, wherein the second isoparaffinic hydrocarbons cut (B2) is essentially constituted by isoparaffins with five carbon atoms.

36. (Previously Presented) A fuel according to claim 19, wherein the second isoparaaffinic hydrocarbons cut (B2) is essentially constituted by isoparaaffins with five carbon atoms.

37. (Previously Presented) A fuel according to claim 20, wherein the second isoparaaffinic hydrocarbons cut (B2) is essentially constituted by isoparaaffins with five carbon atoms.

38. (Currently Amended) A fuel according to claim 35, wherein the isoparaaffinic hydrocarbons containing five carbon atoms are isopentane isopentanes.

39. (Currently Amended) A fuel according to claim 38, wherein the level of isopentane isopentanes in the isoparaaffinic hydrocarbons cut (B2) with five carbon atoms is greater than 85% by mass.

40. (Currently Amended) A fuel according to claim 39, wherein the level of isopentane isopentanes in the isoparaaffinic hydrocarbons cut (B2) with five carbon atoms is greater than 90% by mass.

41. (Currently Amended) A fuel according to claim 18 [[35]], wherein the isoparaaffinic hydrocarbons cut ~~(B2) containing 5 carbon atoms is replaced by a cut~~ is essentially constituted by a mixture of n-butane and isobutane hydrocarbons containing 4 carbon atoms.

42. (Canceled)

43. (Previously Presented) A fuel according to claim 18, wherein its benzene content is less than 0.2% by volume.

44. (Previously Presented) A fuel according to claim 43, wherein its benzene content is less than 0.1% by volume.

45. (Previously Presented) A fuel according to claim 42, wherein its benzene content is less than 0.2% by volume.

46. (Previously Presented) A fuel according to claim 45, wherein its benzene content is less than 0.1 % by volume.

47. (Currently Amended) A method comprising providing Use of the fuel according to claim 18, to run ignition engines on aircraft ~~feed, alone or in mixture, spark ignition engines of aircraft.~~

48. (Currently Amended) A method comprising providing Use of the fuel according to claim 18, to run ~~feed, alone or in mixture,~~ spark ignition engines of competition or similar vehicles.

49. (Currently Amended) A method comprising providing Use of the fuel according to claim 18 to run ~~feed, alone or in mixture,~~ a fuel treatment unit, such as a reformer, coupled to a fuel cell.

50. (Previously Presented) A fuel according to claim 18, wherein said fuel contains at least 10.0% by volume, of said hydrocarbons base (B3) essentially composed of cycloparaffins comprising 6 to 8 carbon atoms.

51. (Previously Presented) A fuel according to claim 24, wherein the level of cyclohexanes in the cycloparaffinic hydrocarbons cut (B3) is greater than 90% by mass.

52. (Previously Presented) A fuel according to claim 18, wherein the fuel's level of aromatic compounds is less than 5%: by volume.

53. (New) A fuel according to claim 18 further comprising other hydrocarbons and additives customary for this type of fuel.